CN LANDS AREA REDEVELOPMENT PLAN

BYLAW No. 9171

July, 1989

CN Lands Area Redevelopment Plan Bylaw

Bylaw 9171 (as amended) was adopted by the Municipal Council of the City of Edmonton, July 18, 1989.

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1. INTRODUCTION

1.1 Plan Area

The boundaries of the CN Lands Area Redevelopment Plan, as shown on **Schedule A**, are described in a clockwise manner, as the following: starting at 104 Avenue, north along 116 Street, east along the northern boundary of the CN rail lands, south along 101 Street, west along 104 Avenue to the point of commencement at 116 Street. Where the boundary line follows streets or avenues, it shall be deemed to follow the centre lines thereof.

1.2 Authority for the Plan

On September 28, 1988, it was announced that a new Grant MacEwan Community College campus would be developed on 26 acres of the CN Lands. On October 11, 1988, City Council adopted the CN Lands Area Redevelopment Plan Terms of Reference calling for the preparation of an Area Redevelopment Plan to accommodate the development of the campus and the remainder of these lands.

1.3 Plan Format

This Plan is divided into the five following chapters:

Chapter 1 is the Introduction containing the boundary of the Plan area and identifying the authority for the Plan's preparation.

Chapter 2 identifies the general objectives of the Plan.

Chapter 3 states the development concept of the Plan including a wide range of land use, urban design, transportation, public open space and servicing policies.

Chapter 4 provides guidance to the subdivision officer, development officer and developer in the future development of the Plan area.

Chapter 5 identifies the need for an Implementation Report to accompany the Plan summarizing the actions and responsibilities needed to implement the Plan's recommendations.

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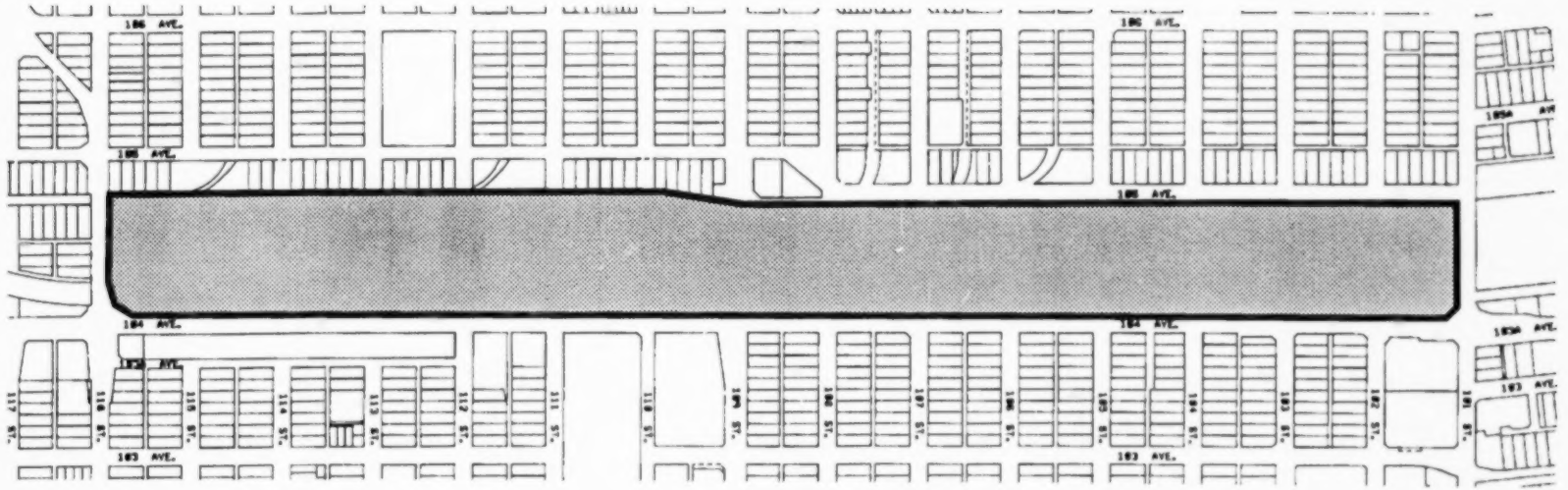
SCHEDULE A
BOUNDARY



2. PLAN GOALS AND OBJECTIVES

2.1 General Objectives

The intent of the CN Lands Area Redevelopment Plan is to direct the redevelopment of the CN Lands in an efficient and orderly manner considering adjacent neighbourhoods and the importance of this area in relation to the Downtown. To that end the following objectives have been identified:

2.1.1 To accommodate a Grant MacEwan Community College Campus.

2.1.2 To encourage the development of a housing component in proximity to the Downtown.

2.1.3. To encourage new commercial mixed-use development on the remaining lands which supports and strengthens the Downtown.

2.1.4 To accommodate and integrate transportation improvements around and through the area.

2.1.5 To support the development of a substantial park site or sites.

2.1.6 To ensure compatibility with and minimize negative impacts on adjacent areas.

2.1.7 To encourage a high level of urban design throughout the plan area.

3. DEVELOPMENT CONCEPT

3.1 Land Use Policies

This part of the Plan describes the Land Use policies which are proposed for each of the three sub-areas defined within the CN Lands Plan boundaries shown on **Schedule B**.

3.1.1 Sub-Area 1 - Medium Rise Residential and Commercial Mixed Use

The purpose of this sub-area is to accommodate a comprehensively planned residential component tied together by strong design features and focused on a central park. This area may also include a commercial component at its western extremity.

3.1.2 Sub-Area 2 - Grant MacEwan Community College Campus

This sub-area will accommodate the Grant MacEwan Community College Campus. Land uses will be those associated with a college site including institutional and recreational buildings as well as housing facilities. The site may also contain open space and athletic fields.

3.1.3 Sub-Area 3 - Commercial Mixed Use

This sub-area will accommodate a variety of business, office, commercial and residential activity incorporating a central park or spine. Housing shall be an integral element in the development of this sub-area. It is anticipated that a variety of institutional and business service functions will be attracted to this area due to its proximity to the Grant MacEwan Community College Campus and the downtown.

3.2 Urban Design Policies

This section of the Plan provides policy guidelines to ensure a cohesive, complementary urban design strategy for the entire Plan area.

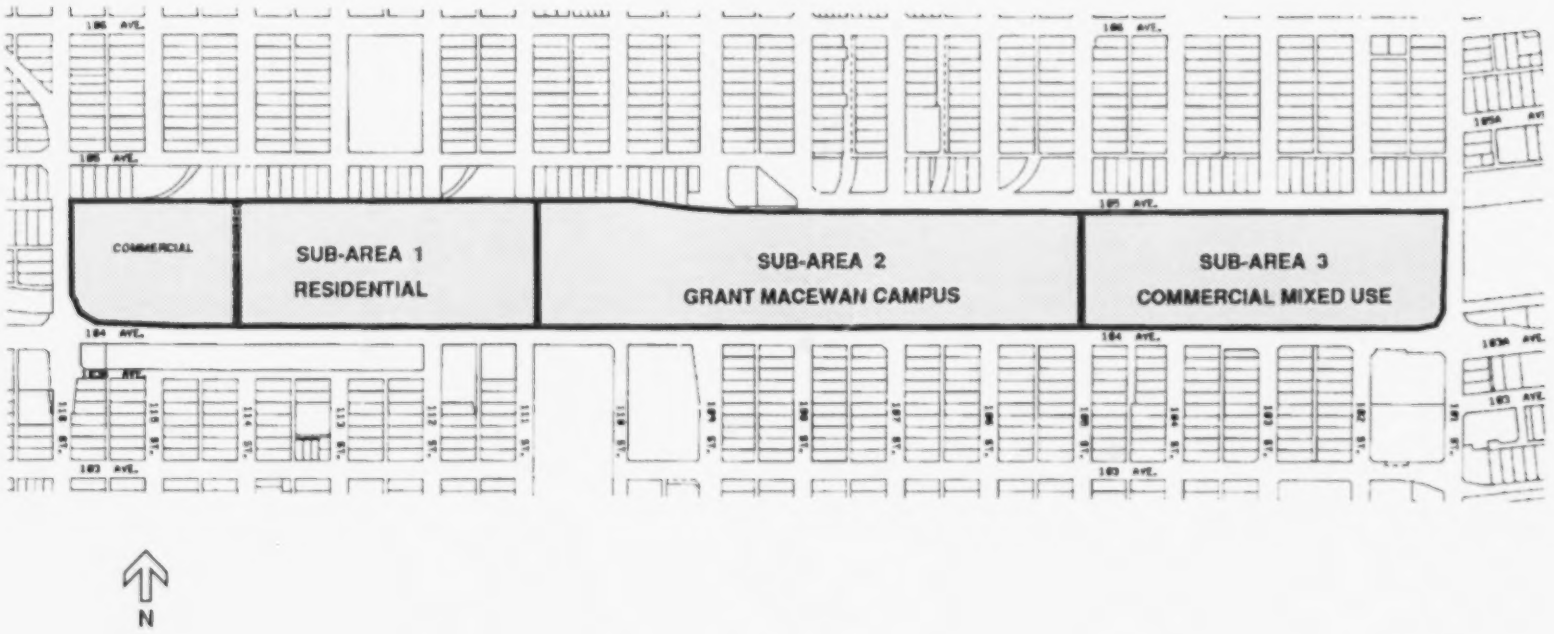
3.2.1 The Plan area is to serve as a transition in scale from the areas south of 104 Avenue and east of 101 Street to the areas north of 105 Avenue and west of 116 Street.

3.2.2 The Plan will minimize the physical and visual barriers between communities, south of 104 Avenue and north of 105 Avenue.

3.2.3 The Plan recognizes all streetscape improvement projects proposed by the Downtown, Central McDougall, Queen Mary Park and Oliver Area Redevelopment Plans and by the Program to Improve Downtown Edmonton (PRIDE). The Plan is further committed to integrating these projects and principles into the Plan area and extending these principles to local streets within the Plan area.

3.2.4 New developments along 104 and 105 Avenues should relate to the street, thereby enhancing the street environment for the pedestrian.

SCHEDULE B
PROPOSED SUB-AREAS



3.2.5 The Plan will enhance the entrance to downtown on 104 Avenue.

3.2.6 There is to be safe pedestrian access to all parts of the Plan area.

3.2.7 The Plan area will accommodate pedestrian sidewalks along all streets including but not limited to the north side of 104 Avenue, the south side of 105 Avenue, and bike paths on 105 Avenue.

3.2.8 Vehicular access points should be aligned with the existing street pattern wherever possible.

3.2.9 The Plan addresses winter city concepts in its overall planning and design.

3.3 Transportation Policies

3.3.1 104 Avenue

3.3.1.1 104 Avenue will continue to serve as a major arterial roadway into the Downtown and must accommodate any additional traffic generated by development of the site while maintaining current service levels.

3.3.1.2 While roadway widening to a six lane divided arterial with turning lanes is anticipated, this is to be accommodated in stages dependent upon the ultimate site development. Appropriate land for widening to accommodate roadway requirements will be required.

3.3.1.3 Every effort will be made to find traffic flow solutions that will limit the final roadway width as much as possible.

3.3.1.4 Boulevard, streetscape, median and sidewalk improvements should be high quality and of a design reflecting the importance of the roadway to the Downtown and the prestigious address of Grant MacEwan Community College.

3.3.1.5 Roadway improvement costs will be borne through the normal City budgeting process and/or by the developer.

3.3.2 105 Street

3.3.2.1 To allow for improved access to the site and to 105 Avenue from 105 Street, the 105 Street bridge should be demolished and a four lane arterial roadway with turn lanes constructed at grade in its place.

3.3.2.2 Costs will be borne through the normal City budgeting process and/or by the developer.

3.3.3 109 Street

3.3.3.1 Roadway improvements to 109 Street, including a widening and a change in elevation to or near grade, would improve traffic circulation through and into the site and onto 105 Avenue.

3.3.3.2 Costs will be borne through the normal City budgeting process and/or by the developer.

3.3.4 105 Avenue

3.3.4.1 105 Avenue will remain a four lane industrial collector with minor improvements required to sidewalks, boulevard landscaping and major intersections.

3.3.5 Vehicular Access (Schedule C)

3.3.5.1 Vehicular access to the site from 104 Avenue shall be limited to signalized intersections or other locations subject to approval of the City Engineer.

3.3.5.2 Access to the site from 105 Avenue shall be encouraged where possible.

3.3.5.3 Direct road access through the site shall not be permitted to minimize traffic shortcutting through existing communities.

3.3.5.4 Access to the site from 105 and 109 Streets will be allowed subject to the City Engineer's approval.

3.3.5.5 Detailed access to each sub-area of the site is provided in Section 4 of this plan under development criteria and is subject to approval of the City Engineer.

3.3.6 Parking

Sufficient parking will be provided for developments within the Plan area to avoid problems with overflow parking in surrounding neighbourhoods.

3.3.7 Public Transit

3.3.7.1 Right-of-way for future LRT will be required when the site is serviced by a link of the LRT that may loop through the site from Churchill Station reconnecting to Corona Station through the CP lands.

3.3.7.2 The site, and in particular Grant MacEwan Community College, shall receive an appropriate level of transit service to meet the needs of the area as determined by the Transportation Department.

SCHEDULE C
PROPOSED VEHICULAR ACCESS

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3.4 Parks and Public Open Space Policies (Schedule D)

3.4.1 Sub Area 1 - Residential Mixed Use

3.4.1.1 There will be a consolidated park site in this sub-area, situated centrally to the residential development. The configuration of the park will be such that public outdoor amenity space is available close at hand throughout the residential area while ensuring park site(s) are of sufficient size to accommodate activities desired by future residents. Any and all park sites must have a minimum width of 115 ft. An example of how this might be accomplished would be the use of an east-west linear park with one or more enlarged park spaces incorporated for more active activities. In the instance of a linear park, auto circulation will exist on one side only.

3.4.1.2 Careful design consideration will be given to provide for adequate pedestrian access to the park site from adjacent residential parcels and adjacent and nearby roadways.

3.4.1.3 The park site should be developed concurrent with the residential area with special attention given to the creation of interesting amenity features so as to be considered a comprehensive portion of the residential development.

3.4.1.4 The City shall be entitled to the full 10% land dedication for municipal reserve provided for in the Alberta Planning Act. Municipal reserves from sub-area 2 will be deferred to the balance of the Plan area. Sub-area 1 will accommodate 60 to 75 percent of total municipal reserve dedication.

3.4.2 Sub-Area 2 - Grant MacEwan Campus

The municipal reserve portion from this site is to be deferred to sub-areas 1 and 3. The College may however, provide playing fields and recreation facilities as part of its campus development.

3.4.3 Sub-Area 3 - Commercial Mixed Use

3.4.3.1 There will be a consolidated park site in this sub-area, situated centrally to the development. The park space may take on a linear shape reflecting the site's shape and the urban context for this open space.

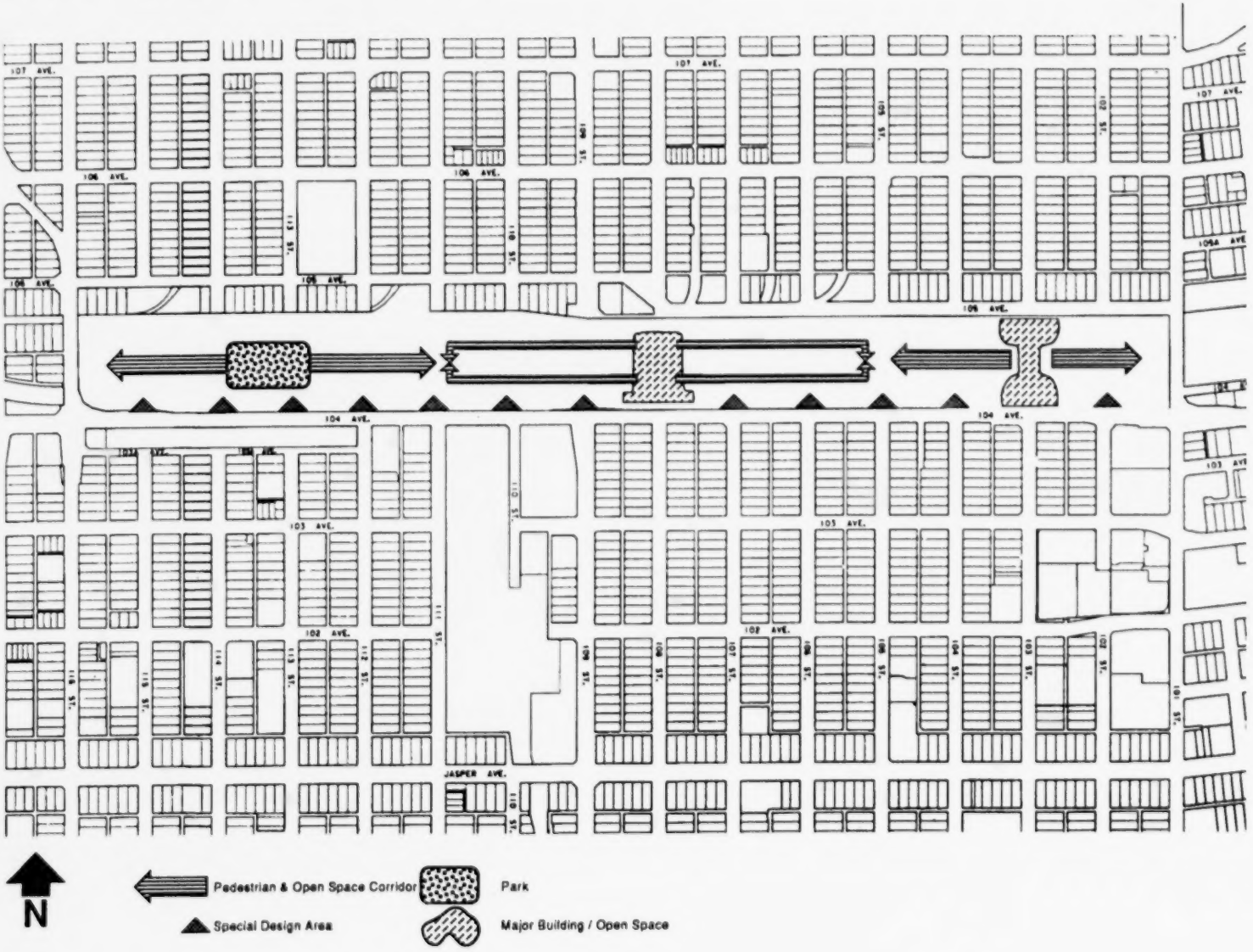
3.4.3.2 This park space is to act as an amenity to the future mixed-use development and its workers and residents. The relationship between the streets and central open space should give the impression of blending these two uses together. The streets may appear more park-like than the conventional downtown setting while the central open space may be fully integrated with the streets. Linkages to adjacent areas will be ensured. The minimum width of any park space will be:

a) 115 feet if auto circulation exists on two sides; or

b) 70 feet if auto circulation exists on one side only.

3.4.3.3 Careful consideration to park design shall be given to ensure its integration with and amenity status to the surrounding development.

SCHEDULE D
PROPOSED OPEN SPACE



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3.4.3.4 The concept of planning for a winter city should be considered including concepts such as covering and/or enclosing the park site, ensuring the space as a year round amenity and integrating the park space with the adjoining buildings.

3.4.3.5 Sub-Area 3 will accommodate 25 to 40 percent of the total municipal reserve dedication.

3.4.4 Bicycle Routes

3.4.4.1 A bicycle route shall be designated along 105 Avenue.

3.4.4.2 Covered bicycle racks should be provided at locations adjacent to 105 Avenue.

3.4.4.3 Every effort should be made to integrate the 105 Avenue bike route with those existing and proposed in adjacent neighbourhoods.

3.5 Public Services and Utilities Servicing

3.5.1 Storm Sewer

A drainage system using storm water storage facilities is required as conceptually shown in **Schedule E**.

Alternative methods of storm water management may be considered through further detailed engineering provided the standards and requirements of Edmonton Environmental Services are met.

The site shall be provided with a one in five year return storm service level. On site control of a one in one hundred year return storm is required at a maximum allowable discharge rate of 0.035 m^3/s to ensure no detrimental downstream effects.

Storm sewer connections shall be provided by the developer for commercial buildings.

All connection fees and construction costs for services including off-site development shall be borne by the developer and/or alternative arrangements satisfactory to the City.

The following sections provide storm sewer information by sub-area. This will be refined to the satisfaction of Edmonton Environmental Services as details of specific developments are known.

3.5.1.1 Sub-Area 1

The storage facility for this sub-area will be connected to the 1650 mm, 22 m deep trunk on 116 Street. A drop structure will be required from the outlet pipe to the deep sewer on 116 Street.

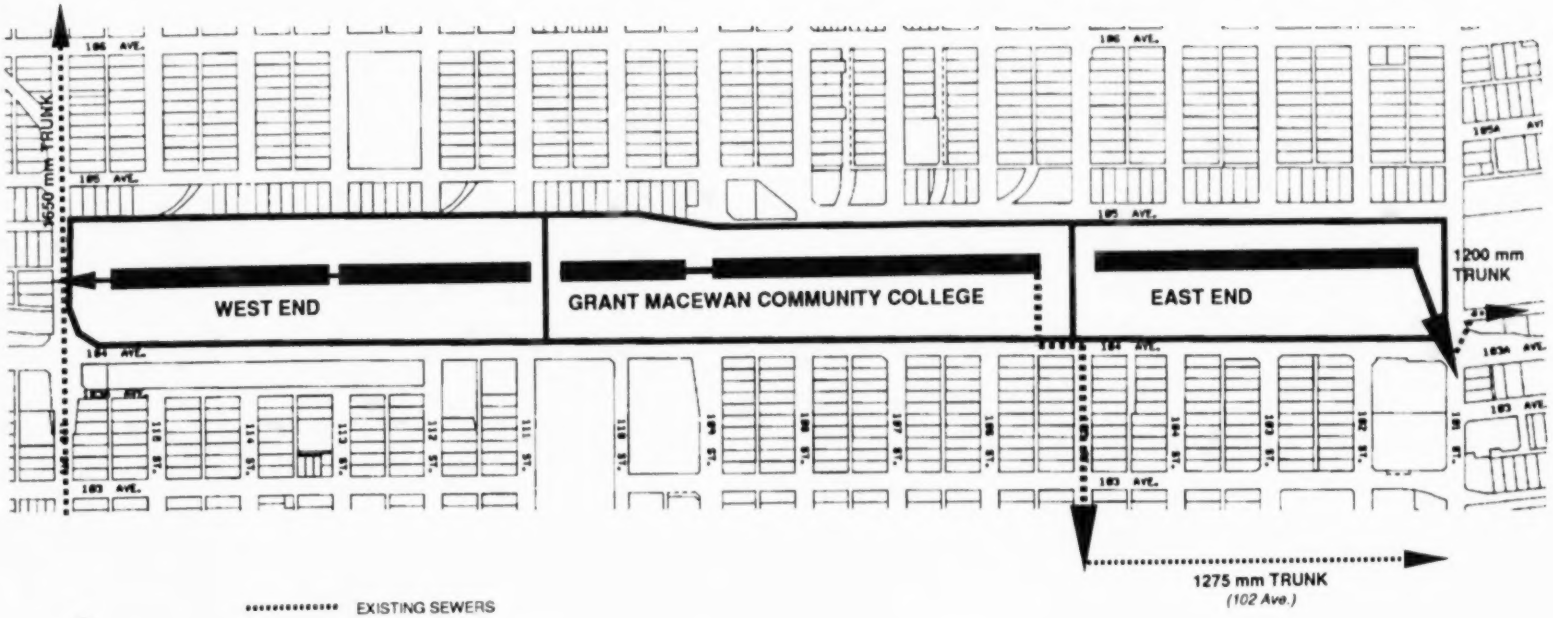
The storage facility in this sub-area could be divided into two sections to avoid conflict with an existing sewer running beneath the area at 113 Street.

3.5.1.2 Sub-Area 2

The storage facility for this sub-area will be connected to a 1275 mm, 10 m deep trunk on 102 Avenue. The outlet sewer will likely be connected at 105 Street, requiring about 350 m of construction beneath 105 Street.

Detailed analysis of alternative connection strategies may be undertaken at the design stage.

SCHEDULE E
PROPOSED STORM SEWER SERVICE



The storage facility may be divided into two portions on either side of 109 Street. The area west of 109 Street may not require storage if the land is developed with open spaces which can satisfactorily provide temporary surface storage. Additional storage would be required in conjunction with future development.

3.5.1.3 Sub-Area 3

The storage facility for this sub-area will be discharged to a 1200 mm, 11 m deep trunk on 101 Street and 103A Avenue.

The only off site construction required for this sub-area is the connection to the existing sewer.

3.5.2 Sanitary Sewer

Sewers for sanitary flows only, exist along 104 Avenue with diameters varying from 300 mm to 1500 mm.

A small combined sewer on 105 Avenue serves the properties between 109 Street and 116 Street. In addition, a 1500 mm combined sewer tunnel crosses the plan area on the 113 Street alignment and a 1650 mm double barrel tunnel combined sewer exists on 116 Street.

Sanitary sewage generated on the site will be kept separate. The City also requires residential development to use back water valves, and sump pumps for basement foundation drains. Sewage should be discharged directly to the nearest existing sanitary or combined sewer with sufficient depth and dry weather flow capacity from each building or complex. It is preferable to distribute the sanitary discharge to several outlet points.

3.5.3 Water System

3.5.3.1 Existing transmission mains include a 1200 mm diameter deep main along 102 Street, and a shallower 762 mm diameter steel main with casting along 108 Street.

Both these mains will require easements to maintain proper operations and maintenance of these transmissions.

3.5.3.2 Water supply to the site is to be provided by local distribution mains. These distribution mains are generally 300 mm in diameter and are located along 104 Avenue and along the lane north of 105 Avenue.

Additional mains will be required in the vicinity of the 105 Street, 111 Street and 114 Street alignments to achieve the required system network.

3.5.3.3 System design should provide maximum day water demand plus the required fire flows at a pressure not less than 140 kpa.

Prior to City Approval of subdivision plans and/or the issuance of development permits, detailed analyses on the impact of the ultimate land uses to the existing water network will be required. These analyses should clearly define each stage of development and the resulting impact to the existing system during peak hour water demand and fire flow conditions.

3.5.4 Power

3.5.4.1 Existing aerial lines along the south side of 105 Avenue from 101 Street to 116 Street and on 116 Street from 104 Avenue to 105 Avenue provide service and interconnect the system for reliability.

These lines should not be removed or replaced without equivalent underground services and facilities being installed and paid for as a cost to the development.

3.5.4.2 Three major underground transmission lines (72,000volts) and three separate duct line crossings are located within the site on the 104 Street alignment.

These facilities cannot be cost effectively relocated and should be protected by defined easements and/or road rights-of-way.

3.5.4.3 Several 13,800 volt feeders are located within the 105 Street overpass and shall be accommodated in any plans to eliminate this structure.

3.5.4.4 Installation of any super pipe sewer storage facility through the site and the future extension of the LRT should be considered carefully for conflicts with Edmonton Power facilities.

3.5.4.5 With a new Downtown area substation tentatively scheduled for 1994, several new underground duct bank facilities crossing the site may be required in the future.

3.5.4.6 Future duct bank expansion along 101 Street and 105 Street may be required, if utility crossings are not provided between 101 and 105 Streets.

3.5.4.7 The City is committed to maintaining 104 Avenue free of aerial facilities. Therefore, servicing by underground service, according to the Unit Rate bylaw, will be appropriate dependent on the nature and size of the loads fronting on 104 Avenue.

3.5.4.8 Aerial facilities along 105 Avenue from 101 to 116 Streets, may not be adequate or appropriate to supply the size and type of loads which may develop. Every effort should be made to underground facilities on 105 Avenue to keep with the urban nature of the proposed development.

3.5.4.9 Location and type of power distribution facilities will be dictated by internal public roadway structure, if any, and the further definition and orientation of individual lots.

3.5.5 Telephone

Telephone plant facilities exist around and on all four sides of the site. Existing plant facilities on the property consist of a main duct line on the 104 Street alignment and a service feed near the 103 Street alignment to the old freight building.

3.5.6 Cable T.V.

An existing cable television plant nearby and adjacent to the site can be extended to serve the site.

3.5.7 Natural Gas

The existing natural gas distribution network services both the north and south sides of the site. These distribution mains have limited capacity and can only be used

for developments with low gas consumption. The site will be serviced through a new main on 108 Street, north of the CN property.

3.5.8 Fire Protection

Water service to the site will meet peak fire demands. The site can be serviced from fire stations at 97 Street/ 104 Avenue and 107 Street/103 Avenue in the Downtown, the Oliver Station north of Jasper on 123 Street, and the station near NAIT.

3.5.9 Schools

There is sufficient capacity in nearby schools to meet any projected student generation from residential development in the Plan area.

3.6 Surrounding Land Use

3.6.1 Queen Mary Park

The Queen Mary Park Area Redevelopment Plan (ARP) covers the area north of the CN Lands between 108 and 116 Streets.

The Queen Mary ARP calls for a special planning study to be undertaken for the areas primarily south of 106 Avenue at such time as the CN railway lands are redeveloped. The ARP also recommends that this area should ultimately accommodate a mix of residential and commercial land uses.

This Plan supports the policies of the Queen Mary ARP and further recommends that the future land uses of those properties on the south side of 105 Avenue from 108 to 116 Streets, directly adjacent to the CN property should ultimately reflect the land uses districted for and developed on the immediately adjacent CN lands.

3.7 Environmental Protection

3.7.1 An environmental assessment of the plan site including but not limited to such things as soils and wind effects, shall be made to validate the safety of the site for future development.

3.7.2 A geotechnical study of the site shall be made to determine the suitability of the soils for future development.

4. LAND USE GUIDELINES

The subdivision officer and the development officer shall consider and implement the following guidelines in reviewing all development applications.

4.1 Sub-Area 1 - Guidelines for Development

a) Area of Application

That portion of the Plan area identified as sub-area 1 (Schedule B) of this Bylaw.

b) Purpose

To guide development of:

i) a medium density residential area;
ii) a park consisting of 60 to 75 percent of the municipal reserve dedication for the Plan area with amenities to serve the local residential area, and the surrounding communities;
iii) a high quality commercial facility at 116 Street to service the local residential areas.

c) Uses

i) medium density residential uses;
ii) commercial uses, similar to the specifications of the CSC and CNC districts.

d) Building Height

Maximum 32 m (105 ft.) or 8 storeys - residential
Maximum 10 m (32.8 ft.) - 2.5 storeys - commercial

e) Floor Area Ratio

2.5:1 to a maximum of 224 dwelling units per hectare (91/acre) - residential
1:1 - commercial

f) Development Criteria

Development within the sub-area shall be evaluated with respect to its compliance to the following:

i) the objectives and policies of this plan;
ii) the intent and specifications of the DC5 district for this sub-area which is similar to the RA7 and/or RA8 district;
iii) the siting of residential developments to reduce the possible negative impact of 104 Avenue and to allow maximum penetration of sunlight into the site;
iv) the provision of pedestrian access from Oliver through the site to Queen Mary Park along the 112 Street alignment; **(Schedule F)**
v) the provision of a major pedestrian open space corridor running east-west across the site incorporating enlarged park site(s) centred in the residential area; (Schedule D)
vi) the provision of vehicular access will be considered from 116 Street; from 104 Avenue at 114 and 112 Streets; and from 105 Avenue at 113 and 111 Streets and/or other locations subject to approval by the City Engineer; (Schedule C)
vii) the provision of a pedestrian sidewalk approximately 3 meters in width with amenities running east-west along the north side of 104 Avenue;

SCHEDULE F
PROPOSED PEDESTRIAN ACCESS

viii) commercial development shall occur on a site approximately 3.2 ha. (8 acres) in size between 116 Street and the western side of 114 Street;

ix) the development of the commercial site shall be limited to 85,000 square feet (7,896 square metres) of gross floor space;

x) unless the Council should otherwise amend this Bylaw, upon completion of 300 or more residential units on the adjacent housing lands, additional gross floor space shall be permitted to a maximum F.A.R. of 1.

4.2 Sub-Area 2 - Guidelines for Development

a) Area of Application

That portion of the plan area identified as sub-area 2 (Schedule B) of this Bylaw.

b) Purpose

To guide the development of a Grant MacEwan Community College Campus.

c) Uses

Community College and related uses.

d) Building Height

Between 125 feet and 170 feet as provided by Section 810 of the Land Use Bylaw, being the Airport Protection Overlay.

e) Floor Area Ratio

3:1 maximum.

f) Development Criteria

Development within the sub-area shall be evaluated with respect to its compliance to the following:

i) the objectives and policies of this plan;

ii) detailed community college and related uses as provided in a DC5 districting for the Grant MacEwan Community College including some or all of the following uses: educational and administrative facilities, recreational and spectator sport facilities, eating and drinking establishments, ceremonial facilities, open space, housing, parking facilities, private clubs, health services, government services, campus related retail, business services and other related uses;

iii) the siting of major buildings should visually terminate or frame the view with respect to the existing north-south street grid;

iv) special pedestrian oriented design areas should be considered at the termination of each street from 104 Avenue; (Schedule D)

v) new developments along 104 and 105 Avenues should relate to the street, thereby enhancing the street environment for the pedestrian;

vi) development on the north side of 104 Avenue at 108 Street should incorporate open space and a ceremonial structure or facility to serve as a visual termination to the provincial legislature and grounds at the opposite end of 108 Street, thereby complementing future plans for streetscape improvements from

the legislature to the College site; (Schedule D)

vii) a major east-west pedestrian open space corridor should be provided, running through the site; (Schedule D)

viii) vehicular access to the site from 104 Avenue will be considered at 107 and 110 Streets, from 105 Avenue at 106 and 107 Streets and from 105 and 109 Streets and/or other locations subject to approval by the City Engineer; (Schedule C)

ix) a pedestrian sidewalk approximately three meters in width should be provided running east-west along the north side of 104 Avenue;

x) sidewalk and boulevard improvements should be made along 105 Avenue where the sub-area abuts 105 Avenue;

xi) all at-grade pedestrian crosswalks of 104 Avenue should be considered at signalized intersections; (Schedule F)

xii) Grant MacEwan Community College should consider a grade separated pedestrian crossing of 104 Avenue in the vicinity of 108 Street. If an above grade crossing is considered, it could also serve as an ornamental gateway into the downtown.

4.3 Sub-Area 3 - Guidelines for Development

a) Area of Application

That portion of the Plan area identified as sub-area 3 (Schedule B) of this Bylaw.

b) Purpose

To guide the development of a commercial mixed-use area, highlighting a residential component.

c) Uses

A mixture of commercial, office, institutional, business service, and residential uses.

d) Building Height

Maximum 68.6 m (225 ft.) or 20 stories.

e) Floor Area Ratio

8:1 max.

f) Development Criteria

Development within the sub-area shall be evaluated with respect to its compliance to the following:

i) the objectives and policies of this plan;

ii) the intent of a commercial mixed use district through a DC5 districting, or a CMX statutory plan overlay;

iii) the siting of major buildings should allow maximum penetration of sunlight into the site;

iv) special pedestrian oriented design areas should be considered at the termination of each street on the south side of the site along 104 Avenue; (Schedule D)

v) new developments along 104 and 105 Avenues should relate to the street, thereby enhancing the street environment for the pedestrian;

vi) a major east-west pedestrian open space corridor, possibly enclosed and/or covered, should be provided through the site; (Schedule D)

vii) a north-south pedestrian corridor, possibly enclosed and/or covered, should be provided across the site at the 103 Street roadway alignment providing a pedestrian link between the Downtown and Central McDougall; (Schedule D)

viii) vehicular access to the site from 104 Avenue shall be permitted at 103 Street, from 105 Avenue at 102, 103 and/or 104 Streets and/or other locations subject to approval by the City Engineer; (Schedule C)

ix) an above grade pedway crossing of 104 Avenue on either side of 103 Street should be accommodated with pedway construction to commence upon suitable development of the land south of 104 Avenue financed in accordance with the City policy "Downtown Pedway Network Review";

x) a pedestrian sidewalk approximately three meters in width should be provided along the north side of 104 Avenue;

xi) sidewalk and boulevard improvements should be made along 105 Avenue;

xii) 105 Avenue shall be designated as a bicycle route and covered bicycle racks should be provided near 105 Avenue to encourage bicycle use;

xiii) upon receipt of detailed districting, subdivision and/or development applications for sub-area 3, the development officer shall require that housing units be incorporated into the second phase of development on the site, subject to the merits of each application.

5. IMPLEMENTATION

The implementation of the recommendations and policies of the Area Redevelopment Plan are dependent upon the undertaking of certain actions by the City and the developer. Responsibility for these actions have, out of necessity, been covered in a general and flexible manner within this plan, so as not to restrict future development activities.

A somewhat more specific Implementation Report will accompany this Plan to its final approval by Council. This Implementation Report will clearly identify the actions and responsibilities required to implement the ARP and also provide some idea of order of these actions.

THE CITY OF Edmonton PLANNING AND DEVELOPMENT